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AMENDMENTS TO THE CLAIMS

1. (Currently Amended) An elevator installation having a car and a counterweight connected by a drive means and movable in an elevator shaft comprising:

a pair of car guides adapted to be mounted in the elevator shaft;
a pair of counterweight guides adapted to be mounted in the elevator shaft;
a crossbeam attached to said counterweight guides and to at least one of said car guides;
and

a drive motor mounted on said crossbeam and drivingly coupled to a pair of drive pulleys adapted for engaging the drive means to move the car and the counterweight in the elevator shaft; and

a brake operatively connected with said pair of drive pulleys by a common drive shaft,

wherein said drive pulleys are operatively drivingly connected ~~by a drive shaft~~ with said drive motor and a said brake by said common drive shaft,

wherein said drive pulleys are spaced apart with a spacing which is less than an axial length of said drive motor, and

wherein said drive pulleys are arranged between said drive motor and said brake on said common drive shaft, ~~said drive pulleys being spaced apart and positioned adjacent opposite sides of said at least one of said car guides wherein a spacing between said drive pulleys is less than an axial length of said drive motor.~~

2. (Original) The elevator installation according to claim 1 wherein said drive pulleys are arranged on opposite sides of an imaginary line horizontal connector of said car guides.

3. (Currently Amended) The elevator installation according to claim 1 wherein said drive means are belts and said drive pulleys are smaller in diameter than said drive motor and/or said brake, and said drive motor is arranged in a region above a travel path of the car and a travel path of the counterweight.

Claim 4 (Cancelled)

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5. (Previously Presented) The elevator installation according to claim 1 wherein said drive motor and said brake are mounted on a bracket fastened to said crossbeam.

6. (Original) The elevator installation according to claim 5 wherein said bracket is mounted at a center region of said crossbeam.

7. (Original) The elevator installation according to claim 5 wherein said drive pulleys are arranged substantially in a region within an enclosure of said bracket.

8. (Original) The elevator installation according to claim 1 wherein said counterweight guides and said at least one of said car guides are positioned at apices of a substantially horizontal triangle and said crossbeam is fastened at end regions to said counterweight guides and at a center region to said at least one of said car guides.

Claims 9-24 (Cancelled)

25. (New) The elevator installation according to claim 3 wherein the said drive pulleys are arranged above said travel path of the counterweight and said car is suspended in the elevator shaft with a 2:1 ratio.

26. (New) The elevator installation according to claim 1 wherein said drive motor and said brake are arranged on opposite ends of said common drive shaft.

27. (New) The elevator installation according to claim 1 wherein said counterweight guides and a first car guide of said pair of car guides are fastened to a first wall of the elevator shaft and a second car guide of said pair of car guides is fastened to a wall of the elevator shaft opposed to said first wall.

28. (New) The elevator installation according to claim 1 wherein the drive means are belts and said drive pulleys are smaller in diameter than said drive motor and/or said brake, and said drive motor is arranged completely in a region above a travel path of the car.

29. (New) The elevator installation according to claim 28 wherein a deflecting roller is arranged above a travel path of the counterweight and said deflecting roller is fastened to said crossbeam.

30. (New) An elevator installation having a car and a counterweight connected by a drive means and movable in an elevator shaft comprising:

a pair of car guides adapted to be mounted in the elevator shaft;

a pair of counterweight guides adapted to be mounted in the elevator shaft;

a crossbeam attached to said counterweight guides and to at least one of said car guides;

a drive motor mounted on said crossbeam and drivingly coupled to a pair of drive pulleys adapted for engaging the drive means to move the car and the counterweight in the elevator shaft; and

a brake operatively connected with said pair of drive pulleys by a common drive shaft,

wherein said drive pulleys are operatively drivingly connected with said drive motor and said brake by said common drive shaft,

wherein said drive pulleys are spaced apart with a spacing which is less than an axial length of said drive motor,

wherein said drive pulleys are arranged between said drive motor and said brake on said common drive shaft,

wherein said drive means are belts and said drive pulleys are smaller in diameter than said drive motor and/or said brake,

wherein said drive motor is arranged in a region above a travel path of the car and a travel path of the counterweight, and

wherein the said drive pulleys are arranged above said travel path of the counterweight and said car is suspended in the elevator shaft with a 2:1 ratio.

31. (New) The elevator installation according to claim 30 wherein said drive motor and said brake are arranged on opposite ends of said common drive shaft.

32. (New) The elevator installation according to claim 30 wherein said counterweight guides and a first car guide of said pair of car guides are fastened to a first wall of the elevator shaft and a second car guide of said pair of car guides is fastened to a wall of the elevator shaft opposed to said first wall.

33. (New) An elevator installation having a car and a counterweight connected by a drive means and movable in an elevator shaft comprising:

a pair of car guides adapted to be mounted in the elevator shaft;

a pair of counterweight guides adapted to be mounted in the elevator shaft;

a crossbeam attached to said counterweight guides and to at least one of said car guides;

a drive motor mounted on said crossbeam and drivingly coupled to a pair of drive pulleys adapted for engaging the drive means to move the car and the counterweight in the elevator shaft; and

a brake operatively connected with said pair of drive pulleys by a common drive shaft,

wherein said drive pulleys are operatively drivingly connected with said drive motor and said brake by said common drive shaft,

wherein said drive pulleys are spaced apart with a spacing which is less than an axial length of said drive motor,

wherein said drive pulleys are arranged between said drive motor and said brake on said common drive shaft,

wherein the drive means are belts and said drive pulleys are smaller in diameter than said drive motor and/or said brake, and said drive motor is arranged completely in a region above a travel path of the car, and

wherein a deflecting roller is arranged above a travel path of the counterweight and said deflecting roller is fastened to said crossbeam.

34. (New) The elevator installation according to claim 33 wherein said counterweight guides and a first car guide of said pair of car guides are fastened to a first wall of the elevator shaft and a second car guide of said pair of car guides is fastened to a wall of the elevator shaft opposed to said first wall.